



Corridor Management

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|---|-----|---|
|  Other | 4A. | Integrated Transportation Management
<i>Chris Huffman, Kansas DOT</i> |
|  Paper | 4B. | Okaloosa County Florida US 98 Corridor Strategy
<i>Gary Sokolow, Florida DOT</i> |
|  Slides | | |
|  Paper | | US27 Highway Corridor |
|  Paper | | US98 Highway Corridor |
|  Slides | 4C. | Corridor Planning in Oregon
<i>Fred Eberle, Oregon DOT</i> |

Access Management and Corridor Planning, the Okaloosa County Experience

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In 1995 the Florida Department of Transportation and the Center for Urban Transportation Research completed a Corridor Study detailing access management and land development practices along U.S. Highway 98 in northwest Florida. This portion of U. S. 98 which runs around 100 miles from Panama City to Pensacola, contains sections of two-lane rural and four-lane and six-lane urban highways. This portion of U. S. 98 is on the Florida Intrastate Highway System. The FIHS is the designated portion of Florida State Highway System that carries the bulk of our traffic and is designated to be the most important and stringently regulated to maintain mobility.

After the Study was completed, a series of workshops were held to involve local government officials in the findings of the Study. The study of access management and land development practices along the corridor found many of the practices needing improvement. The workshops generated much interest and some of the local government engineers and planners went back to their respective cities and counties and worked towards instituting better land development regulation practices that help preserve mobility and safety on our highway systems. Okaloosa County, which is home of one of the fastest growing areas in the nation, Ft. Walton Beach-Destin Area, began working quickly to institute good land development practices that support access management. Not only were good land development regulation practices put in place, but greater coordination with Florida DOT staff on access management decisions was also instituted in the site plan approval process.

After five years the Okaloosa County experience can be seen as a great success. This success in instituting good access management can be distilled into a few major points which they saw instituted in their ordinances and site development practices. These key items are as follows:

1. Recognition of special corridors for access management techniques
2. New land subdivision and land development regulations along these special corridors.
3. Landscape requirements.
4. Driveway location and design criteria.
5. Site plan review assuring interparcel connectivity.

We will show how these features were instituted into their local land development ordinances and give specific wording of these examples from their ordinances.

NOTE: Please note that these example words are not necessarily verbatim from the Okaloosa County Ordinances but some words have been changed in order to make the presentation of this text more understandable.

Recognition of Special Corridors

One of the most important processes in creating good access management and land development system is the recognition that some corridors need more regulation. Notice that for the specially designated corridors that in this part of the ordinance there are driveway spacing requirements and many references to designing access features with the latest standards of the Florida Department of Transportation. Paragraph F limits “strip” residential development and requires residential developments to get their access from side streets and not directly onto the arterial corridor.

Example

6.03.08. Special Access Managed Roads

Special access standards shall be applicable to P. J. Adams Parkway from its intersection with Highway 85 to the Old Antioch Road, Martin Luther King Jr. Blvd. From its intersection with Green Acres Road to the Fort Walton Beach Industrial Park, U.S. Highway 98 from its intersection with the old U.S. Highway 98 eastwardly to the Walton County line and any other road hereinafter designated special access managed roadways by resolution of the Board of County Commissioners of Okaloosa County.

- A. Access points shall be located no closer than six hundred sixty (660) feet apart measured from centerline to centerline of the driveway or as specified in the FDOT Access Management Classification System and Standards.*
- B. Median openings shall be located no closer than one thousand three hundred twenty (1,320) feet apart measured from centerline to centerline of the opening.*
- C. Deceleration, acceleration, auxiliary lanes, and median openings, shall be installed and constructed in accordance with the Florida Department of Transportation standards in effect at the time of application.*
- D. Other than currently existing driveways, no access will be allowed requiring a backing maneuver into the right-of-way.*
- E. Other than lots of record, no access will be allowed serving individual private residential driveways.*
- F. Residential developments contiguous to special access managed roads shall be by collector streets at minimum distance of six hundred sixty (660) feet apart.*
- G. This ordinance is not intended to deny access to any existing lot, parcel, or tract of land for which the only means of access to the same would be by the special access managed road, but is intended to limit any further divisions into parcels or lots unless compliance herewith is accomplished.*

Right-of-Way Protection

Another important feature of corridor protection is right-of-way protection to allow for future

improvements to the transportation system. Right-of-way protection is not only needed for adding lanes, but this allows for better bicycle and pedestrian improvements in the future also. Section H below shows the dimensions and setback requirements for the special access managed roads.

H. Right-of-Way Protection: Notwithstanding setbacks from roads rights-of-way shown in Section 2.02.00, Schedule of Dimensional Requirements in Zoning Districts, the minimum setbacks from the named rights-of-way shall be as follows:

<u>NAME OF ROAD</u>	<u>LOCATION</u>	<u>SETBACK</u>
<i>P.J. Adams Road 10</i>	<i>from Hwy. 85 to Interstate</i>	<i>60 Ft.</i>
<i>Martin Luther King Jr. Blvd. Hill St. ext.</i>	<i>from Green Acres Rd. to</i>	<i>60 Ft.</i>
<i>U.S. Hwy 98 to intersection to Walton County line</i>	<i>from old Hwy 98 (CR 2378)</i>	<i>60 Ft.</i>
<i>State Hwy 85 EAFB to Walton County line</i>	<i>from north boundary of</i>	<i>40 Ft.</i>

Minimum Lot Frontages

An important feature of good land development regulation practice in regards to access management is the minimum lot frontage size and the paragraph below shows how this feature is regulated along all of their state and local highways.

D. Minor Divisions of Lands: Larger parcels shall not be required to subdivide if each parcel being created is at least one (1) acre in area and no new public street or alley is being proposed. Each parcel shall also have a minimum of fifty (50) feet frontage on publicly maintained roads. Parcels created which front on roads identified as Special Access Managed Roads shall have a minimum frontage of two hundred ten (210) feet. Lot size and dimensions shall meet the requirements fro the zoning district in which the land is located. Where the size and dimensions do not meet the requirements, the owner shall obtain rezoning before dividing and conveying the title to any parcel.

A request for a minor division of land shall be submitted by application to the Planning and Inspection Department with an application fee as provided for in Chapter 12 of this Ordinance. In addition, the proposed minor division of land must meet all concurrency requirements as set forth in this Ordinance. No more than ten (10) lots may be created per parent parcel.

Landscape Requirements

Okaloosa County has used landscaping requirements to not only beautify its corridors but to make them safer and handle storm water in a better manner. The following paragraphs show how the County has used the landscaping requirements and how this works along with driveway location to prevent extremely wide driveways and prevention of numerous driveways. Okaloosa County officials say this is one of the most effective strategies to protect safety, storm water management, and aesthetics along their major corridors.

6.05.02. *Landscape Area Requirements.*

All land uses hereof shall devote a minimum of fifteen (15) percent of the total developed area to landscape improvement.

6.05.021. *Perimeter Requirements.*

- A. ***Front Perimeter Landscape Areas:*** *A minimum of a ten (10) foot wide strip of land, located between the front property line and the vehicular use area shall be landscaped on all new construction, except in permitted driveways/access points. Width of sidewalk shall not be included within the ten (10) foot wide front setback perimeter landscape area.*

- B. ***Material Requirements in Perimeter Area:***
 - 1. *Tree Count: The total tree count requirement within the front setback perimeter landscape area shall be determined by using ratio of one (1) tree for each twenty-five (25) linear feet of lot frontage or major portion thereof with fifty (50) percent of the trees being shade trees.*

 - 2. *Ground Cover: Grass or other ground cover shall be placed on all areas within the front, and other landscape areas not occupied by landscape material.*

 - 3. *Use of Perimeter Landscape Areas:*
 - (a) *Overhang Areas: Vehicles shall overhang no more than two (2) feet into perimeter landscape areas.*

 - (b) *Driveways: All driveways through the perimeter landscape areas shall meet the following aisle width maximums and minimums: Not over fifteen (15) foot one-way drives, no less than ten (10) feet apart, and not over twenty-seven (27) foot two-way drives, no less than twenty (20) feet apart. If the Board of Adjustment determines*

that access way separation minimum or aisle width maximum requirements will create a hardship, such minimum may be varied by the Board of Adjustment.

Driveway Location and Design

Driveway location and design criteria within the Okaloosa County Ordinance also have a beneficial impact on access management. In the landscape requirements above, Section B.3.(b), shows that Driveways are regulated to be no more than 27 feet in width.

This regulation does not pertain to major connections which may have wider driveways, but these would be handled in the site plan review process and would still be subject to the percentage landscape requirements found also in the ordinance. The regulation of the width of driveways helps to fight the all too often occurrence of completely open, with no access control corridors. Also see below the “clear visibility triangle” requirement in order to assure good visibility at driveway locations.

Clear Visibility Triangle

Sight distance at driveways is a very important safety factor. This should be regulated to assure the best placement and design.

In order to provide a clear view of intersecting streets to the motorist, there shall be a triangular area of visibility formed by two (2) intersecting streets or the intersection of a driveway and a street. The following standards shall be met.

- 1. Nothing shall be erected, placed, parked, planted or allowed to grow in such a manner as to materially impede vision between a height of two (2) feet and ten (10) feet above the grade, measured at the centerline of the intersection.*
- 2. The clear visibility triangle shall be formed by connecting a point on each street centerline, to be located at the distance from the intersection of the street center lines indicated below, and a third line connecting the two (2) points.*

The county must also comply with the Florida Department of Transportation sight distance requirements.

Site Plan Review

The practice of site plan review is critical in the success of a good access management program at the local level. Okaloosa County has instituted a program of interparcel connectivity along U.S. 98. The recently developed (over the last five years) properties show a good direction in

terms of access management and connectivity between different developments along U.S. 98. This was established during the site plan review process where instead of individual driveways being allowed, the County insisted on public connecting roadways that served two or more properties. As the land developed even further, these connecting roadways then could actually be connected to the properties behind them leaving a system of collector and access roads served by hundreds of thousands of square feet of commercial development. Much of this was done through the site plan process and by managing subdivision of larger properties. Florida's Administrative Rule 14-97 recognizes large pieces of property under single ownership as one property even if they are subdivided into different properties. This allows the local government working along with the Florida Department of Transportation representatives to assure the best access for property without over building driveways and access.

We can not emphasis enough that this was a process that took some time that required perseverance, flexibility, and education of our elected officials. It also required relearning how local governments, the development community, and the Florida Department of Transportation work together to provide the best transportation system for the public.

Facility Management in Oregon through Corridor Planning

The 4th National Conference on Access Management
Portland, OR August 14, 2000

For more information:

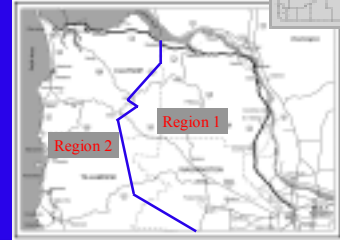
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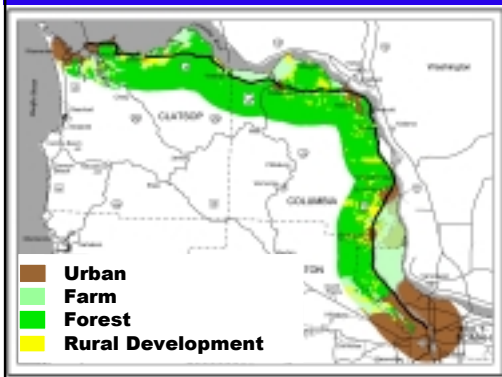
Portland-Astoria Corridor Plan

Corridor Steering Committee Members:

City of Astoria
City of Columbia City
City of St. Helens
City of Prescott
City of Rainier
City of Clatskanie
City of Scappoose
City of Warrenton
Clatsop County
Columbia County
Multnomah County
Port of Astoria
Port of St. Helens
Port of Portland
Metro
Tri-Met
OR Dept. of Transportation
WA Dept. of Transportation
OR Dept. of Land Conservation and Development
Cowlitz/Wahkiakum RTPO
Cowlitz/Wahkiakum COG



Portland-Astoria (US 30) Corridor Plan Nature of Corridor...

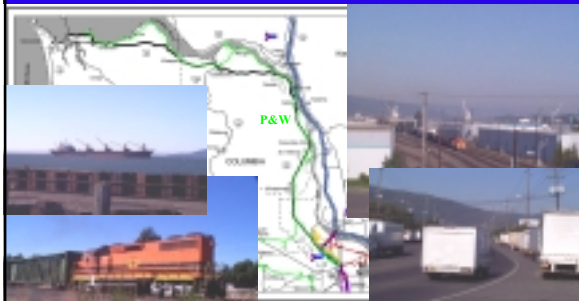


Portland-Astoria (US 30) Corridor Plan Role and Function... Urban Commuting



Portland-Astoria (US 30) Corridor Plan Role and Function....

- Multi-modal Freight Connection



Portland-Astoria (US 30) Corridor Plan Role and Function...

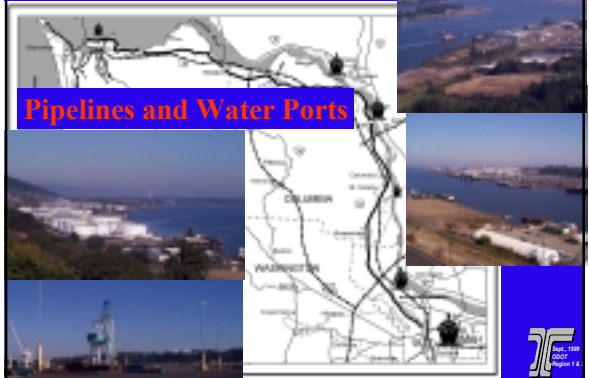
Freight Service
Aggregate
Processing /
Shipping Operations



Portland-Astoria (US 30) Corridor Plan
Role and Function...
 Freight Service
 Forest Products
 Processing /
 Shipping Operations



Portland-Astoria (US 30) Corridor Plan
Role and Function...



Portland-Astoria (US 30) Corridor Plan

Role and Function...

**Public
Use
Airports**



Portland-Astoria (US 30) Corridor Plan

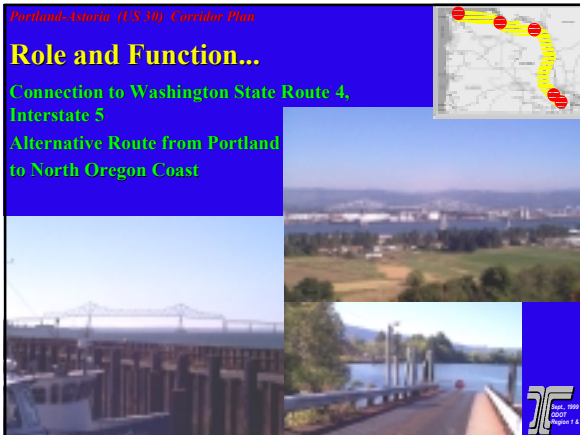
Role and Function...
 Scenic Tourist Route to the
 North Oregon Coast



Portland-Astoria (US 30) Corridor Plan

Role and Function...

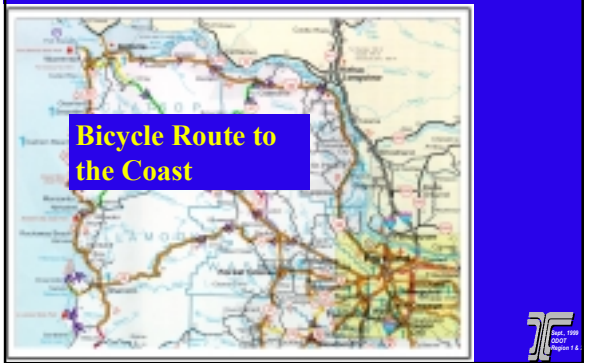
Connection to Washington State Route 4,
 Interstate 5
 Alternative Route from Portland
 to North Oregon Coast



Portland-Astoria (US 30) Corridor Plan

Role and Function...

**Bicycle Route to
the Coast**



Major Oregon Transportation Commission Issues / Policy

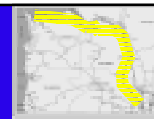
Prioritization

Maintain, Preserve existing facilities
Maintenance Needs

Manage, Operate facilities safely
Land Use / Growth Management
Access Management
Safety Improvements

Environmental Protection

Modernization
Mobility/ Travel Time



Assumptions...

- Traffic will increase between 30% & 50% during the planning period
- Most land development growth expected inside UGBs (acknowledged Comprehensive Plans)
- Increasing recreational use of transportation system



Corridor Plan Objectives include:

- Provide **no major expansion** in highway capacity except for (three) passing lanes
- Use **parallel routes** to decrease reliance on US 30
- Highest applicable (**most restrictive**) **access management** for both local arterials and US 30
- Local access management and circulation plans to relieve **localized congestion** problems
- **Preserve rural sections** as rural, through access management and land use controls
- Use access management to **limit the impacts of new development** on highway congestion



Connections Between Places: Appropriate Travel Times

- **Acceptable travel times** for the corridor - currently 145/191 minutes (auto/truck)
- **Access management** can save **22 minutes** travel time versus no build, at **minimal investment**
- **Highway improvements** can save **31 minutes** versus no build at **significant investment**



Highway Congestion: Level of Service

- Local transportation needs balanced with function of state highway
- Lower LOS in Special Transportation Areas and Town Centers
- LOS levels in the Oregon Transportation Plan are goals, may not be achievable in all segments
- Access Management and TSM improvements relieve congestion
- Improvements to local street systems reduce need for Highway 30 improvements
- Railroad paralleling highway limits access points
- Consistent policy on raised medians in congested areas
- Consistent access management plans for entire corridor



Access Management Categories

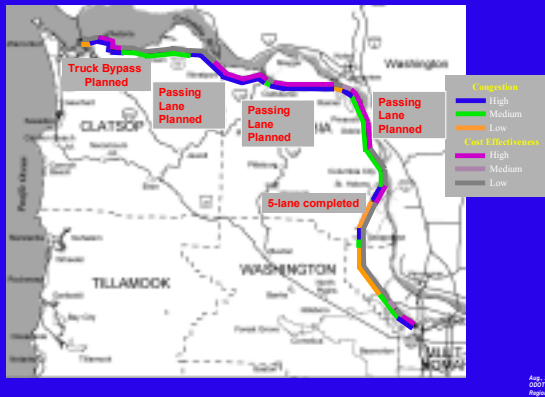
Category	Access Treatment	Level of Importance	Urban/ Rural	Intersection		Private Drive	Signal	Median Control
				Type	Spacing	Type	Spacing	
1	Full Control - Expressway	Interstate	U	Interchange	2-3 mi.	None	NA	None
2	Full Control - Expressway	Statewide	U	At Grade/ Interch	1/2-1 mi.	None	NA	1/2 - 2 mi. Full
3	Limited Control - Expressway	Statewide	R	At Grade/ Interch	1-5 mi.	None	NA	None
4	Limited Control - Expressway	Statewide	U	At Grade/ Interch	1/2-1 mi.	Rt. Turns	800'	1/2 - 1 mi. Partial
5	Partial Control - District	Regional	R	At Grade/ Interch	1-5 mi.	Rt. Turns	1200'	None
6	Partial Control - District	Regional	U	At Grade/ Interch	1/4 mi.	LL/RT Turns	500'	1/2 mi. Partial/None
7	Partial Control - District	Regional	R	At Grade/ Interch	1/2 mi.	LL/RT Turns	500'	1/2 mi. None
8	Partial Control - District	Regional	U	At Grade/ Interch	1/4 mi.	LL/RT Turns	500'	1/2 mi. None

Access Management Categories on US 30

2	Full Control - Expressway	Statewide	Rural	At Grade/ Interch	1-5 mi.	None	NA	None	Full
3	Limited Control - Expressway	Statewide	Rural	At Grade/ Interch	1-3 mi.	Rt. Turns	1200'	None	Partial
3	Limited Control - Expressway	Statewide	Urban Growth City Limits	At Grade/ Interch	1/2-1 mi.	Rt. Turns	800'	1/2 - 1 mi.	Partial
4	Limited Control - Expressway	Statewide	Regional	At Grade/ Interch	1/4 mi.	LL/RT Turns	500'	1/2 mi.	Partial/None



Congestion Levels vs. Cost Effectiveness to Mitigate



Special Transportation Area eases some standards Non-STA stricter access standards and higher speeds

- Education, cooperation
- Through traffic is important to the state
- Good traffic flow, ability to get around town important to Cities.
- Parallel city street improvements
- Slower speeds in the downtown Main Street core
- Higher speeds and fewer accesses in commercial strips and undeveloped areas inside the UGB.



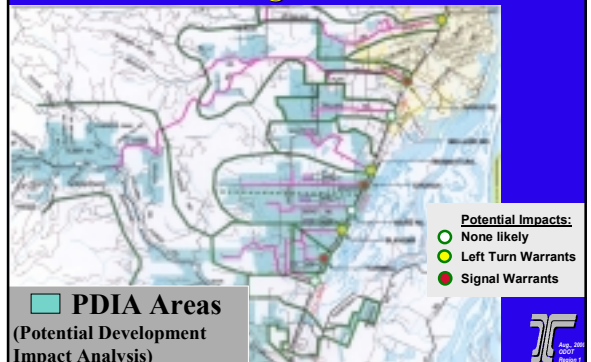
Portland-Astoria (US 30) Corridor Plan

Rural Growth Management



Portland-Astoria (US 30) Corridor Plan

Rural Growth Management



Portland-Astoria (US 30) Corridor Plan

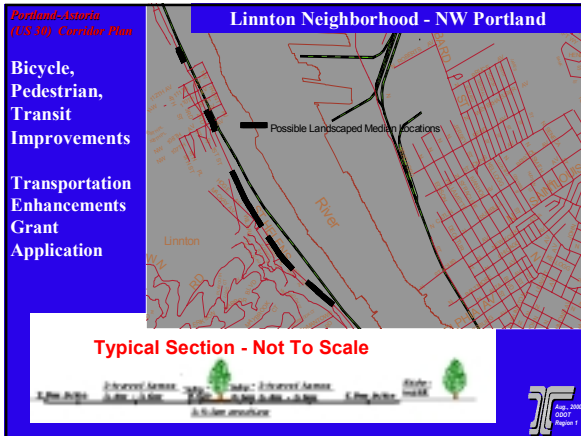
Rural Centers Growth Management...



Portland-Astoria (US 30) Corridor Plan

Urban Growth Management Potential Land Use Overlay (STA or UBA)



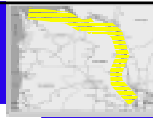


Portland-Astoria (US 101) Corridor Plan

Prioritization of Projects...

Mobility/ Travel Time

Passing Lanes / Intersection Improvements



Map 100
SOS
Project 1.0